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CENTRAL INTELLIGENCE AGENCY

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a report on the Jiri Dimitrov Avia plant in Prague-Letnany. The plant produces aircraft and trucks. A sketch shows the layout of the plant.

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FEB 18 1957

Subject : Czechoslovakia - State industrial
concern, AVIA. The "Juraj Dimitrov"
plant of Letnany.

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Official
~~name~~ name of

the firm : AVIA, n.p. Zavod "Jiriho Dimitrova"
Letnany.

Address : Avia, n.p., Letnany - post office of
(mailing) Cakovice.

Original name of AVIA, stock company, for the construction
the concern. of aircraft at Letnany near Prague.
AVIA, Akciova spolecnost pro vyrobu
letadel v Letnanech u Prahy.

Location :

About 9 to 10 kilometers north of the center of Prague
in the area between the national highways : Prague - Kobylysy -
Brandis nad Labem - Mlada Boleslav, and Prague - Vysocany - Brandis
nad Labem - Mlada Boleslav. The AVIA " Jiriho Dimitrova" plant
includes two main installations, I and II, and they are located on
both sides of the Letnany-Cakovice road to the north of Letnany.

The Cakovice railroad station is to the east-northeast
of the "Jiriho Dimitrova" plant, and very close to the plant itself.
The military airfield of Cakovice is to the southeast of Installation I,
close to the AVIA airfield. The built-up area of Cakovice is about

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200 to 250 meters to the north and northeast of Installations I and II. Cakovice is easily discernible from the air because of a smoke^estack, approximately 100 meters high, that belongs to the Cakovice sugar plant.

The overall area ~~of~~ of the AVIA, "Jiriho Dimitrova" plant, ^{is} ~~about~~ about one and one-half square kilometers.

Plant management

General manager	:	Bohuslav Pojsl.
Chief engineer	:	Frantisek Talama.
Technical manager	:	(Engineer) Hrazdira.
In charge of the spare parts department department	:	Josef Nemecek.
In charge of technical development and research	:	V. Allinger.
Chief plant technicians	:	J. Zeman.
		B. Januosek.
		L. Januosek.
In charge of the department that makes plane cockpits,	:	Jan Vachna.
In charge of the construction department	:	construction engineer, Burian.
Chief technician of the press shop	:	A. Ondrak.
In charge of center 116, (manufacture compressors)	:	Frantisek Mika.
Head of the assembly department	:	(Engineer) Ghotaborsky.
President of the factory council	:	Karel Hajek.

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Secretary of the Communist party
 organizational cadres in the
 factory

: Josef Mika.

Plant description

- 1) Installation I - on the right-hand side of the
 Letnany- Cakovice road.
- 2) Installation II - on the left-hand side of the Letnany-
 Cakovice road.

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Both of the installations are enclosed ~~with~~ with a barbed-
 wire fence } concrete poles support the wire. There are two entrances
 to each installation off the Letnany - Cakovice road.

Installation I

This division of the plant is the larger of the two.
 Buildings in this installation were constructed prior to World War II.
 A listing of the buildings follows :

1. Entrance for trucks and ^{pedestrians and} ~~the~~ ^{guard's} ~~the~~
~~office.~~ office.
2. Storehouse for the weapons of the factory militia. On hand
~~■~~ were 1,000 rifles, model 52; and 250 pistols, 7.65 millimeters,
 CZ model.
3. Kitchen and dining hall.
4. Garage.
- 5., 6., and 7. Administration and construction offices.
8. Plant fire house (three pumps).
9. Boiler shop.

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10. Supplies of Duralumin, mica leaves, and "Umaplek".
11. Carpenter shop and furniture-maker's shop.
12. Supplies of steel plates and sheets, and of steel pieces used in the making of airplane cabins.
13. Maintenance, repair, and apprentice shops.
14. Building that houses the presses used to process Duralumin sheets, and the building where airplane parts are made.
15. Where all-metal cockpits and removable (portable) flooring for aircraft are made.
16. Same items as building cited in number 15 except the products are for jet aircraft (a portion of this production has been moved to the new underground facilities of the plant located at Libeznice, Prague).
17. Where the aircraft are upholstered and furnishings and finishings added.
18. Enameling shop and assembly shop for electrical equipment.
19. Manufacture and assembling of Arado, Aero 45, and Pionyr planes.
20. Manufacture of jet fighters, model S - 102- B, and the assembling of this model.
21. Radio tower for communication with planes that are on test flights.
22. Warehouse for waste material - this is a wooden building.
23. Factory militia headquarters and quarters.
24. Management offices.
25. Manufacture of liaison planes.
26. Mechanical shops and electrical maintenance shops.

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Installation II

This installation is the western section of the plant and was built by the Germans during World War II.

At one time the following types of trucks were manufactured here :

Skoda 706 - R ;

Tatra 803 ;

Tatra 805 ;

also, Skoda 706 - RO buses.

Production of these vehicles was transferred to other branches of the Czech automobile industry, especially to the Liaz plant at Liberec (Liaz- Liberecke Automobilove Zavody)

Today most production at Installation II centers around the manufacture of airplane engines and parts, both jet and propeller-driven planes.

Skoda - 706 - RO buses are still made in two buildings of Installation II.

The following buildings are in Installation II :

27. Entrance for pedestrians and trucks. The ^{guard} ~~entrance~~ is also located here.
28. Factory militia and weapons storehouse.
29. Carpenter shop (wooden construction).
30. Storehouse for "Plexiglass", "Umaplex" and other mica products.
31. Warehouse for structural steel, steel sheet, and screws.
32. Production, ~~assembly~~ assembly, upholstering and enameling department for buses.

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33. Production department for bus motors.
Machine shops
34. ~~Machine shops~~ - production of jet engines and propeller-driven engines and also several varieties of cog wheels for the USSR.
35. Three workshops for apprentice-mechanics.
- 36a. Washrooms and lockers.
- 36b. Construction ^{shop} and school for apprentices.
37. Section for hardening steel.
38. Assembly section for jet planes.
39. Production department for bolts and compressors^[?] used in the plant itself, also production of screws.
40. Maintenance and repair shops for the plant motor pool.
41. Fuel storage point: gasoline, lubricating oils, diesel fuel, coal, "lixier" etc.
42. Furnace section.
43. Production department for aircraft landing gear and brakes.
44. Underground storage tank for fuel : this large underground depository is divided into four separate tanks each with a capacity of 15,000 liters.
45. Offices of the communist party in the plant, the factory council, revolutionary labor union movement, and of the Czech union of youth.
46. Meeting hall of the SVAZARM.

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- 47. Test area for new planes, and offices of the military commission.
- "A" Emergency exit from Installation I.
- "B" Emergency exit from Installation II.
- "C" Electrical transformer for supplying current to the plant-located outside the barbed-wire enclosure.
- "K" Smokestack of the boiler section of Installation I.
- "P" Area where finished planes produced by Installation II are parked pending delivery.
- "V" Entrance for the plant railroad branch line that connects to the Cakovice station.

Plant machinery pool and its technical equipment

The plant is equipped with the newest type automatic tools - such as : milling machines, boring machines, drills, planing machines, lathes - all with electric motors. These items are made by the Wolmann, Skoda, Ckd and Wanderer works.

The plant also has :

- 1 steam locomotive,
- 15 railroad freight cars,
- 18 Skoda 706 - R trucks,
- 3 large compressors,
- 4 boilers,
- 4 gasoline pumps,
- 6 large ~~electrically-operated~~ electrically-operated cranes, each with a lift capacity of 20 tons.
- 12 electrically-operated cranes, each with a lift capacity of 10 tons.

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Production Plan and Productive capacity

The plant manufactures :

Aero 45, Pionyr, Messerschmitt 211, S - 102- B, Jak 11
aircraft along with parts for all of these models.

Arado-type aircraft.

Engines for Walter-Mikron III, Walter- Minor 4 III and

Walter-Minor 6 III, as well as Prague-D airplane motors.

These latter Prague -D motors are shipped to the "Zavod Jana
Svermy" plant at Prague- Jinonice.

Skoda 706 - R0 buses and replacement parts for these buses.

Productive capacity of the plant : (monthly figures)

Aero 45, manufactured only on order - an average of eight per
month.

Pionyr IF-109 : 35.

Arado : 45 (daily average of two planes).

Messerschmitt 211 (jet plane) : two planes a month.

S-102-B (MIG 15) : this is the Czech improved model of the
MIG-15. An average of 12 planes are turned out each month
along with a large quantity⁺ of replacement parts for jet planes.

JAK-11 : four planes.

Skoda 706- R0 buses : 60 to 65.

Labor Force

About 5,000, divided as follows :

2,200 - Installation I,

2,800 - Installation II.

30 per cent of the labor force is made up of women. However,

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recently the number of women workers has been decreasing, as ~~women~~ ^{women} are being replaced by recent graduates of Czech industrial and technical training schools.

Around March 1956 ^{the following} a portion of the plant labor force was transferred to the new underground installations in the Prague-Libeznice area: ~~the following~~ a part of the construction department, and the precision instruments section including its personnel.

Recall of Soviet technicians to the USSR

Recently (early 1956) ^a ~~the~~ group of about 30 Soviet engineers assigned to the AVIA n.p. firm were ~~recalled~~ called home. These engineers were employed for the most part in the sections dealing with technical development and research, and the construction of prototypes.

These engineers had worked on the building of a ^{jet} transport plane known as the TU-124. The TU-124 is an improved model of the T-104, and ~~incorporated the best features of the T-104 and the T-104~~ according to plan, would be able to cover long distances without refueling. However, the project was suspended, and the announced production in series of this Soviet modern jet transport was abandoned. All the engineers were then recalled to the USSR.

Plant security measures

The factory militia is responsible for plant security. The T/O and distribution of this militia detachment follows :

Installation I - 35 guards with model 53 rifles, along with six gatemen.

Installation II - 30 guards, equipped with model 52 rifles, aided by four gatemen.

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Besides this permanent militia force assigned to guard duties there are an additional 650 militia members who are employed in the plant as workers.

Importation and supply of essential raw materials and semi-finished products

Sheet steel and steel material is supplied by the "Klement Gottwald" plant at Vitkovice.

"Dural" and aluminum sheets come from the aluminum plant located at Ziar nad Hronom (formerly Hronsky Svaty Kriz).

ball bearings are supplied

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propellers for airplanes come from the "Rudy Letov" workshop in Letnary.

coal comes from the coal field of Kladno. The plant maintains a permanent supply of 45 carloads.

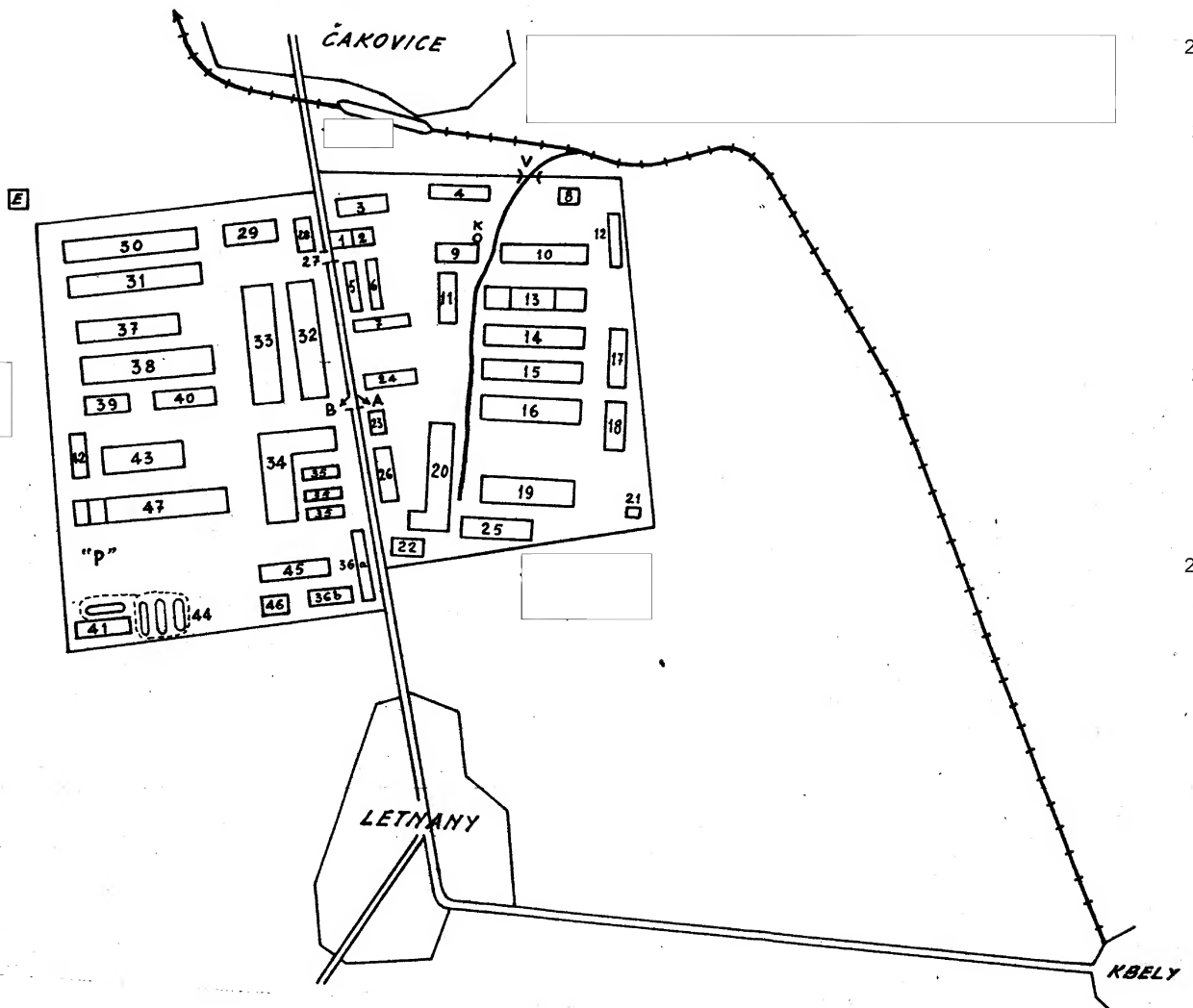
Airfield for test flying the planes

This plant airfield is to the east-southeast of Installation I. It measures about 1,000 m. x 900 m. Experimental flights on new planes are conducted here.

Testing of jet planes is carried out at the military airfields at Cakovice and Kbely.

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